

at all. The cracks are about large enough to admit a knife blade, and seem to be entirely

"We are now building a large chamber connecting the two tunnels with the working shaft. We have heretofore had some temporary work-

structure, which we will finish before we continue the tunnels. The chamber commences at the air lock, and will extend back about thirty feet to the tunnels. We shall have to put in other air locks. This one is not enough for us

One of the foremen said that the story of the cave having occurred in the tunnel on June 21, 1917, is a very old story. He said that the men engaged in digging at the easterly end of the tunnel a few weeks before dug in a little too far at the bottom of the face, and a little of the rock crumbled in upon them. This may have scared some of them, but there was no real slightest danger at that point, he said, for workmen were always kept putting up overhead and riveting the plates of boiler iron which formed the roof of the tunnel. As the digging progressed, and therefore no serious cave could occur.

which little checks would not occur big enough to stick a pin in, and there was nothing more than that in the tunnel walls. "We have stopped work on the north tunnel," he added, "for the present. The natural earth was broken up where we put in the shaft from the air lock to the tunnel, and we put in temporary plates around it. We are now completing that shaft and shall not resume work at the other end until that is completed."

An experienced engineer was consulted about the same time, and he expressed an opinion

The engineers of the New York, Lake Erie and Western Railroad, inquiring preliminarily of the pier and wharf, were informed that the warehouses at Pavenia Ferry, which have just been destroyed, were built on a pile of mud, and that, under seven feet of water at a point nearly parallel with that at which the break occurred, the mud was from 10 to 15 feet deep, and 2.6 feet of tenuous mud; (3) from 10 to 15 feet of sand and clay and sand mixed with mud.

SCENES AT THE SHAF.

Women Asks for their children. The Women Asks for the Work of Recovery.

The throng around the shed increased as the news of the accident spread, but the majority of the persons were attracted there by only curiosity. Many persons remarked that it was strange that more friends and relatives of the workmen did not seek for information.

That was explained by the Superintendent and others, who said that the workmen in the neighborhood, who had come from New York and other cities, and had boarded for only a

few months in the cheap boarding houses in Henderson street and some of the cross streets there. He was out in the time he had, and he was not sure that he had not been there, and that was about all that was known of him. Policeman Fallahse was keeping back the throng at the entrance to the shed when two bareheaded women pushed through the throng and, seizing hold of the rope, leaned forward and cried, "Is my husband dead? Let me in to see him."

"Fallahse helped her crawl under the rope and said, 'What's your husband's name?'"

"Sheridan, Bryan Sheridan," she said, wringing her hands. "Is he dead?"

Street Commissioner Condon, who was standing in the crowd, recognized her, and he placed his hand on her shoulder and said: "You might as well go home, my mind is made up."

"Oh, Br, Br, Br, come back to me," she cried, shaking dead, sinking to the ground.

"Two women were seen to enter her apartment," he said, "and they were seen to leave her apartment. She looked backward and forward, and moaned."

[illegible]

man and a rush, the engineers in charge of the construction, and Superintendent Anderson. Two schemes were suggested and discussed for accomplishing the desired object. It was proposed to pump the water out of the shaft and then determine, by an examination of the air lock, upon the practicability of obtaining access to the bodies through its door. This proposition, however, met with objection.

from the air lock to the entrance to the tunnel in which the men were buried, ha-

and by earth and water. In case the conjecture should prove correct the labor employed the shaft would be considerably increased. The fact that the piston appeared the creation of a coil or roller drive on the piston surface over the part of the shaft which it was intended to rotate would rendered possible it was thought to dig away the earth and pump out the water. The sliding of the piston on the shaft without running any risk of another inundation or another sliding of the latter had been decided to prosecute before the committee adjourned.

Everything, said G. A. Huskin, in a report for The 808, must be done that man or men can do. The committee will not be able to help and restore them to their relatives and friends. No effort will be spared to effect this object. We will do all that we can to save the lives of the men who are in the shaft. The committee will be pleased to receive any suggestions that you may wish to make. We are, Sir, very respectfully,
Yours truly,
G. A. Huskin, Secretary.

In the morning the Rev. Father De Concilio, pastor of St. Michael's Church in Ninth street, accompanied by the curate, Rev. Father McGowan, visited the scene. They were permitted to go inside the ropes, and they advanced to the head of the shaft. There they respectfully uncovered their heads and gazed into the abyss. A man was seen at the bottom of the shaft, and he was seen to be struggling against the masonry and his forehead resting on his left hand, offered up a prayer for the victims. At this point the bishop pronounced a benediction.

absolution upon their souls, and finished their brief ceremonial making the sign of the cross. Many of the workers around the place who joined the motions uncovered reverently and joined in audibly in his prayer. The priest thought that the men were not only grateful for his visit, but still be alive, and inquired anxiously as to the prospect of any of them being rescued. When he was told that they were all supposed to be dead he retired, and the men returned to work.

The priest, Father Collins, went to work in the tunnel the first time on Tuesday night. He was a young man without employment, and had been doing work in the tunnel through the influence of his father.

Continued on Third Page.

Menagers were sent to notify President Da Witt C. Hawkins, Major Brush, and Mr. Speltman, and about 6 o'clock in the mean time the workers who had escaped were ordered commence digging at the edge of the hole once more. The men were ordered to dig down to the waste tank fell when the tunnel caved in, and the loose boards and rubbish were cleared

the whistle blew which summons us out of the tunnel for lunch. Half the shift leave work and are allowed fifteen minutes for refreshments, while the other half of the shift keep on at their task. Just as the first half of our shift was returning to the tunnel after having had their lunch, a second half just as the second half had quit work, were about to leave, a leak was discovered between two plates in the roof of the passageway or temporary entrance to the tunnel. Leaks are not unusual. We have frequently had the

behind at the rushing water. I saw two men jumping me fall into the water and disappear. I did not know what to do. Then, after a few minutes, I saw two men jump into the lock. They were either two or three men behind me. The next moment the door was forced shut. One of the men who was behind me was killed. I saw the other man behind the door and the fiancé, and we could not climb out. The water was then coming in so fast that it dashed into our faces, almost killing our brother. I saw the water was at that moment more or less drowned."

Thomas Brady, Charles Haunson, Barney J. Gorman, and Thomas Cummings, who were

They did, and they have stopped leaks in the boiler.

Day Engineer Eugene Miller, who relieved Engineer Piersen in the morning, said he kept his air pumps working until he had ordered the boiler to be cooled down. "We would not have had any steam left if we had not done that. It was no use trying to give air to the boiler until the water was cooled down. We would have had the boiler explode," he said.

Engineer Olfert was in the engine room under the main engine and the pumping engine, was one of the first called to the shaft of the tunnel. The shaft was 100 feet below the surface.

He waited until President Haskin arrived from shutting off the steam. He said:

There was nothing the matter with the

Engineer Brush supported what the respondent had said. He said that there was no loss of the tunnel when completed. Most of the work was done six months after the tunnel had been completed, and he had taken levels on the roof to see whether any settlement had occurred, and there had been no settlement nor variation since the brick was put in.

"The only cracks we have seen," he said, "are in the plaster cement which we put on the inside of the arch. It is not a uniform arch—what masons call a lug. In drying sometimes this plaster cracks, but we don't find that it extends into the brick."

of his friends. He reported for duty at night on Tuesday and was sent into the tunnel to help the miners of the day.

Patrick Broderick, who had been working the tunnel some time ago, went off to

Continued on Third Page.

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Measurers were sent to notify President D. B. Haskin, George Brann, and Mr. Spellman, the engineers in charge. They arrived at about 8 o'clock. In the mean time the workmen who had escaped were ordered to commence digging at the edge of the hole outside the shaft. One of the men and a waste tank fell when the tunnel caved in, and the loose boards and rubbish were cleared half of our shift returning to the tunnel after having had their lunch, and just as the second half had quit work, and were about to leave, a leak was discovered between two plates in the roof of the passageway or temporary entrance to the tunnel. Leaks are not unusual. We have frequently had them of two men behind the leak next month the tunnel was closed. One of the men was trying to get into the leak was caught between the door and the flange, and we could not get him out. The water was then coming in so fast it was called the tunnel. The tunnel was away our breath. We knew that if we waited a moment more we would all be drowned.

Thomas Brady, Charles Houson, Barney McGovern, and Thomas Cummins, who were

Engineer Oliff, who has charge of the air engine and the pumping engine, was one of the first to be killed when the tunnel fell. The air pumps were working well at that time. He waited until President Haskin arrived before shutting off the steam. He said:

"There was nothing the matter with the air

taken levels on the roof to see whether any settlement had occurred, but no settlement nor variation since the brick was put in.

"The only cracks we have seen," he said, "are in the plaster cement, which we have to breakwork, half an inch thick, in order to make a uniform arch—what masons call floating. In drying sometimes this plaster cracks, but we don't find that it extends into the bricks

Continued on Third Page.

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